

Public Comments
BPAC Meeting March 29, 2023

From: Serge Bonte [REDACTED]
Sent: Sunday, March 26, 2023 11:49 AM
To: BPAC Communication <bpac@mountainview.gov>
Cc: [REDACTED] Whyte, Brandon
<Brandon.Whyte@mountainview.gov>;
<[REDACTED] Lada Adamic <[REDACTED]>; Terry Barton <[REDACTED]>; Lo,
Ria <Ria.Lo@mountainview.gov>
Subject: re: 3/29/2023 Meeting Agenda Items 6.1 , 6.2 and 6.3

Dear BPAC

I will not be able to attend your 3/29/2023 meeting but wanted to share some comments on 3 agenda items.

6.3 Advisory Body Input on the Fiscal Years 2023-24 and 2024-25 Council Work Plan Potential Projects

One of the consequences of re-prioritizing projects every 2 years is that some previously agreed upon projects get delayed over and over. Of particular concern to me and my neighborhood is the El Monte corridor safety improvement. Whatever you do, don't further delay the El Monte project... we've been waiting for a very long time already.

6.2. Miramonte Avenue Improvements

I fully support these improvements and wanted to thank staff for a very complete and thoughtful design (including filling a sidewalk gap while it's typically not covered by repavement projects).

Two suggestions to improve on that design:

1. consider planters on the 6.5ft curbed island protecting the 2 way cycle track (taller barrier, less concrete radiating heat)
2. Ban Rights on Reds at the Castro/Miramonte signaled intersection (at a minimum when school is in session)

One wish: start planning the rest of Miramonte from Marylin/Castro to El Camino Real. Some sections don't have bike lanes (despite a Bike Route sign). This is also a route to school (Graham, St Joseph, St Francis, Blach Junior High).

6.1 California Complete Street

I fully support these improvements but the design doesn't seem as thorough as the Miramonte design ,and I have some concerns about equity when it comes to neighborhood outreach and input.

. re: design , there might be other instances but below is an example of a non ADA compliant pedestrian refuge at Showers and California, one that doesn't seem to be remedied in the current Complete Street project. Just like the Miramonte improvements, the project should include "Installation of Americans with Disabilities Act (ADA)-compliant curb ramps:"



-re: design, it does look like some street parking will be lost, the amount of which should be noted to properly inform the residents. In contrast, the Miramonte project notes that there will be no loss of street parking (which will certainly assuage potential neighborhood opposition).

- re: design, a school and a park are planned at the corner of Showers and California. City should plan the Showers/California intersection as if a school was there already -similar to what has been done at the Castro/Miramonte intersection-. This would mean different color crosswalk striping, school zone signs but also trying to remove slip lanes and consider banning rights on reds at the intersection.

- re: design, consider planters instead of plain concrete whenever possible.

- re equity: the residents' demographics could not be more different between the Miramonte and California projects (especially between Showers and Rengstorff). While sending meeting notices might be sufficient to inform Miramonte residents and get their input, it's typically not the case in areas like California Street (especially when silent on potential street parking loss). In the name of equity, I would like the City to perform more outreach and maybe set up a couple of community meetings in collaboration with the organizations the City leveraged to get representative input to the latest Housing Element.

Sincerely

Serge Bonte

██████████, Mountain View

From: James Kuszmaul <[REDACTED]>
Sent: Sunday, March 26, 2023 10:16 AM
To: BPAC Communication <bpac@mountainview.gov>
Subject: Public Comment on Item 6.2 Miramonte Avenue Improvements, Project 20-01

BPAC Members,

Unfortunately, I cannot attend this regularly-scheduled meeting in person; in-lieu of regular participation, I am providing some written public comment in my capacity as a member of the general public. Thank you for the opportunity to comment.

Regarding the proposed Miramonte Ave improvements, I appreciate that staff has jumped on the opportunity to try to pair a repaving project with safety improvements. I do, however, have a few concerns with the exact project. In no particular order:

- Currently there is a sidewalk gap between Barbara Ave and Starr Way; the scope of work mentions sidewalk reconstruction. Will that include constructing sidewalks along this section (I hope it does).
- My anecdotal experience has been that the sidewalks, especially on the Southbound (west) side of Miramonte tend to be relatively inhospitable—perhaps in part due to the condition of the sidewalks themselves, but also because of the presence of poles and overgrown plants narrowing the effective width of the sidewalk. If we are reconstructing the sidewalks, then ensuring adequate sidewalk width along the length of the street should be a high priority.
- The 2-way cycle track, with a 6.5' protective curb looks excellent.
- In general, the placement of the bike lanes between the car parking and the travel lanes seems like a poor choice. We should be placing the parking between the bike lanes and the car traffic. If this requires reducing car parking to allow for better visibility turning on/off of Miramonte, that seems fine, considering as Miramonte is solely lined by single-family homes and as such has very low parking utilization (I also presume that most people do not like parking on Miramonte since exiting your vehicle requires opening a door into high-speed traffic—it is entirely possible that simply by doing a road diet, more people will actually be comfortable parking on Miramonte due to improved safety).

- Please add a center island of some sort to the Hans Ave crossing. The presence of the center turn lane at the proposed crosswalk seems unnecessary, as that turn lane would only be used by people turning into 1-2 single-family homes, and I presume the traffic impacts of so few people instead turning from the travel lanes are negligible.
- As with the California St project, I would urge considering of some form of bus islands at the bus stops. I am unsure if the geometry of the street is as amenable on Miramonte, however.
- The unprotected bike lanes approaching the Cuesta Drive intersection are not ideal. However, I hope that Cuesta & Miramonte will be turned into a protected intersection at some point in the future, and so would be happy to see improvements at that intersection deferred.

Regards,

James Kuszmaul

From: James Kuszmaul <[REDACTED]>

Sent: Sunday, March 26, 2023 10:16 AM

To: BPAC Communication <bpac@mountainview.gov>

Subject: Public Comment on Item 6.3 Advisory Body Input on the Fiscal Years 2023-24 and 2024-25 Council Work Plan Potential Projects

BPAC Members,

Unfortunately, I cannot attend this regularly-scheduled meeting in person; in-lieu of regular participation, I am providing some written public comment in my capacity as a member of the general public. Thank you for the opportunity to comment.

For the work plan, my general philosophy is that we should:

- Prioritize projects that do the most to enhance street safety relative to funding & staff time required.

- Ensure that the city can execute on the projects that we want to do.

- Among projects that enhance street safety, generally defer to a combination of scheduling and objective criteria (e.g., AccessMV criteria) to choose among them.

- After safety alone, continue to prioritize mobility-related projects that will enhance biking, walking, and transit usage in the city.

With that in mind, my priorities for the specific projects would be:

- All of the projects in the “Mobility & Connectivity” strategic priority.
 - Regarding the Stevens Creek Trail extension specifically, I am struggling to judge how to prioritize it relative to other bike/ped projects, since my general impression is that it will be a relatively high cost project that generally serves a smaller population than, e.g., projects like the California St, Middlefield Rd, El Camino Real, or even Miramonte projects. Perhaps the MVHS traffic justifies it, but the Diericx Dr connection generally strikes

me as a much smaller issue than the last-mile connections to most of our other schools.

- The micromobility pilot does not seem critical, but does not seem likely to draw substantial resources from infrastructure projects.

- “Conduct a holistic citywide review of parking regulations” will interact in important ways with how we approach various mobility issues, and having clear guidelines about how to approach parking would help significantly when discussing, e.g., parking removal for various projects.

- My understanding is that “Explore the feasibility of a potential 2024 revenue measure” is not targeted at bike/ped projects, but as we are doing the ATP and Vision Zero plans, if we think that the city will need more funding to fully implement things, we should at the very least explicitly consider whether a revenue measure should include funding for bike/ped projects.

- I know it came up during the Council study session on this topic and as I recall staff did not feel that it needed to be a separate project, but I would appreciate continued updates on staffing shortages (or lack thereof), so that we can understand where bottlenecks are in the processes.

Regards,

James Kuszmaul

From: David Shreni <[REDACTED]>
Sent: Friday, March 24, 2023 9:54 PM
To: , Public Works <Public.Works@mountainview.gov>
Subject: Regarding Miramonte - for BPAC meeting agenda

I was please to hear of the city engineer's plans for Miramonte. I think this a once-in-a-century chance to improve our streets to make them more bicycle and pedestrian friendly. I regularly walk/drive and bicycle across and down this corridor with young children. I am especially excited with how much more calmer Miramonte will become.

I encourage this committee and the Public Works department to more strongly consider bulb-outs and related measures to make pedestrians more visible at intersections/crosswalks. For example, the area shaded in orange could improve pedestrian safety by considering the use of bulbouts, since no parking will occur nor will traveling vehicles need that space since they will be making wide turns into/from their turn lanes. This feels like a lost opportunity to place pedestrians in a more visible position when crossing and reduce the amount of asphalt they need to cross.

The public works department may be concerned that emergency vehicles need a wide turning radius. This is likely not an issue since both Barbara and Miramonte are wide enough for large trucks to easy make wide turns even with the bulbouts present. All of these intersections could be well-served with a 10-foot bulb radius, which Palo Alto readily considered. Please see the Arastradero work in Palo Alto on this topic.
<https://www.cityofpaloalto.org/files/assets/public/public-works/engineering-services/webpages/pe-13011-charleston-arastradero/180907-char-aras-revisions2.pdf>

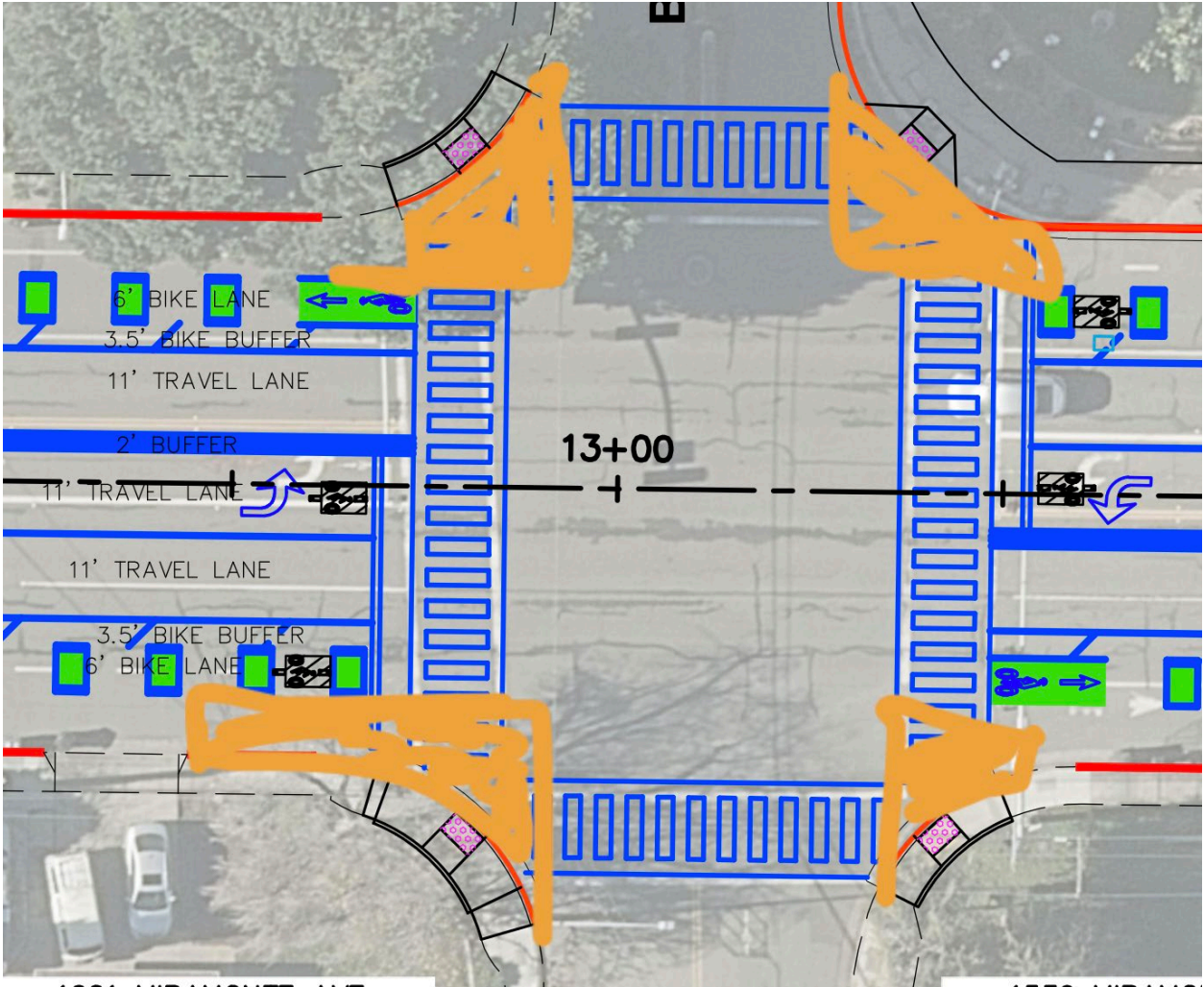
I also encourage Public Works/BPAC to consider stamped, colored crossings, similar to what was done in Palo Alto, further raising the visibility of the many children crossing all of these intersections.

Lastly, please consider the possibility of widening the sidewalk and islands where Miramonte meets Cuesta. They are intimidating areas to pedestrians when attempting to cross.

This is a good opportunity to make a showcase for what is Mountain View's best-in-class pedestrian/bicycle efforts on a somewhat busy suburban street.

Thank you

David
Nilda Ave



From: James Kuszmaul <[REDACTED]>

Sent: Sunday, March 26, 2023 10:16 AM

To: BPAC Communication <bpac@mountainview.gov>

Subject: Public Comment on Item 6.1 California Street Complete Street Improvements, Pilot, Project 21-40

BPAC Members,

Unfortunately, I cannot attend this regularly-scheduled meeting in person; in-lieu of regular participation, I am providing some written public comment in my capacity as a member of the general public. Thank you for the opportunity to comment.

Regarding the proposed California Street improvements, the project generally looks excellent. My main comments are regarding things which would likely occur in future phases; however, if there is an opportunity to fit improvements into phase 1, that would be excellent. In particular:

- For bus stops, I would urge considering using some relatively quick-build bus islands akin to what San Jose has used in several locations, see e.g. this location on San Fernando St by San Jose State:

○



- This location has since been upgraded to a concrete island; see <https://goo.gl/maps/q4R6cGPsILTwXtW56> for reference.

- I would urge the removal of slip lanes at Showers as soon as feasible; I am wary of scope-creep in the pilot phase, although I am somewhat curious as to how difficult it actually is to remove the slip lanes if they are just closed outright.
- I am concerned by the language on Page 7 saying “This project will not implement protected intersection improvements at Shoreline Boulevard as it has existing cornered bulb-outs and would require one lane reduction in each direction, which could create a choke point and impact traffic movements on Shoreline Boulevard.” If we are not implementing protected intersections at Shoreline & California because it would expand the scope of the project too much, we should say that. But given the high priority of this corridor for street safety, we should provide much stronger evidence than a simple assertion that it would “impact traffic movements” before choosing not to prioritize safety improvements.
- I am guessing the City is already planning to monitor the California St project as it is built. However, I do want to specifically call out that we should be actively monitoring how people park on California St and be prepared to respond in some way if people begin parking in a way that blocks the bike lanes (e.g., parking too far over in the spots, or double parking).

Regards,

James Kuszmaul

From: Cliff Chambers <[REDACTED]>
Sent: Tuesday, March 28, 2023 12:48 PM
To: Whyte, Brandon <Brandon.Whyte@mountainview.gov>
Subject: Official Public Comment for March 29, 2023, BPAC meeting

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Chairperson Kuzmaul and Members of the BPAC:

Just over a year ago, I was advocating at the City Council to extend the California St. Complete Street Pilot Project from Showers to Shoreline Blvd, and thanks to the leadership of Council Member Ramirez, the City Council agreed and included it in the CIP. I have reviewed the plans in detail and slowly walked my bike along the corridor to visualize how the plans might look when implemented. Overall, I believe City Staff has done an exemplary job in developing the plans. In particular the parking protected bike lanes will increase the overall safety of bicycling along the corridor. The protected intersections along the entire corridor are much appreciated. The road diet from four lanes to two traffic lanes with middle turning lanes will reduce traffic speeds and transform California Street into a place where bicyclist, pedestrians and auto users can feel safe. There are a ton of details incorporated like improve sight lines that are too numerous to articulate here, but I appreciate the excellent detail shown. Within this context of overall enthusiastic endorsement of the plan, I have the following questions and comments that will hopefully lead to further improvement of the pilot plan and lead to a successful transition to a permanent Green Complete Street on California St.

1. On Page 9 of the Staff Report, there is reference to a three-phased project. I believe when the original pilot program was only one block long, phase II was the extension to Shoreline. Can you please confirm that this is actually only a two-phase project?
2. What will be the evaluation process and criteria utilized for evaluating the pilot project?
3. How long do you feel the pilot project needs to be in place before you can conduct the evaluation?
4. The plans show small dots as Q-Markers or small flex posts. I appreciate the details shown for the street striping and deployment of the Q-Markers. Is there a reason why more visible flexible bollards like the K-71 are not being recommended for the pilot project? I recently rode the Winchester Blvd Complete Street in Los Gatos, and the green bollards were particularly visible and attractive. Is this something the pilot project can afford?
5. The staff report clearly states you are testing just two mid block crossings now, and more may be added in the permanent plans. The one between Showers and Ortega makes good sense. However, the segment between Ortega and Rengstorff is ridiculously long. Would it be possible to add a third pedestrian crossing between Ortega and Rengstorff?
6. While I understand this is pilot project, there is no vegetation added to demonstrate how this corridor might become a Green Complete Street. From previous conversations with City Staff, a decision on green street components will be made at the time the final design is considered if the pilot is successful. However, there are numerous locations where temporary pots with plants could be deployed within street striping surround by Q-markers. I understand that irrigation would be a concern, but there are enough bicycle advocates out there who would be willing to "adopt a planter" so that this could be a very cheap and inexpensive options for adding more green to the corridor. Please seriously consider this.
7. I am concerned about the turning movements of cars and bicyclists when a bus is stopped at the bus stop. The only one that raises immediate real concern is the bike lane running through the bus stop at the southwest corner of Calif and Showers where the slip lane transitions from

two lanes to a single lane with bicyclist being exposed to merging drivers. I'm sure your traffic engineers have carefully looked at this and found it to be safe as designed. However, imagine a VTA bus loading a wheelchair rider while a bicyclist makes a right turn from Showers onto California St. and has to maneuver around the bus while cars are facing a merge left signs and the bicyclist has to maneuver in front of the bus to access the bus lane. In Vision Zero language, there are too many opportunities for human mistakes leading to a potential bike/car or bike/bus accident. Since this turning movement will not be protected during the pilot, IF the bus stop could be moved to the East, this is one location where a floating bus stop could be demonstrated and would provide greater safety for the bicyclist.

I'm not sure I could adequately communicate all of this during public comment, so I wanted to communicate this in writing prior to the BPAC meeting.

In closing, I want to re-emphasize what a great job city has done in developing these preliminary plans and I really appreciate.

Sincerely,

Cliff Chambers
Resident of Mountain View

From: Thida Cornes [REDACTED]
Sent: Tuesday, March 28, 2023 4:44 PM
To: BPAC Communication <bpac@mountainview.gov>
Subject: Support for California St Complete St

Dear BPAC members,
California St is part of Safe Routes to Schools. As an MVLA Trustee, I support projects that make it safer for students to bike and walk to school. The speed of this road is so fast that high schoolers have said to me "It's scary to bike on."

The rest of my remarks are as a 22-year resident of Shoreline West in support of this entire project, which is long overdue.

This project was started after William Ware was killed sitting at a bus stop by a driver driving at highway speeds. It's still easily possible to drive 50mph on California St.

The first time the City proposed a project with 3 streets including California St.

I was a founding member of Great Streets MV and several tears ago, we walked up and down California St knocking on doors. There was overall support because many families have kids who bike or walk to Castro Elementary or take the bus and it would preserve parking. Many of the residents who live on this street are facing huge economic pressure to stay

The parking would be between the road and the bike lane so the bike lane would be protected. Most of the apartments have on-site parking anyway. The road diet would slow traffic to a neighborhood street level, making it much safer and more pleasant to bike and walk. Drivers who wish to go faster can take Central Expressway or El Camino Real.

The proposed protected intersections would protect children whose frontal cortexes aren't fully developed.

It would have high visibility mid-block crossings. This would not only make the street safer to cross but increase accessibility. I can cross at one of the streets that has a traffic light, but then I'm walking extra blocks. This isn't a problem for me but when I walked around, many seniors would admit to me their barriers to taking the bus are it being too far and not having a place to sit at the bus stop. This is admitting frailty, which isn't generally how people want to portray themselves in public.

California St used to be a neighborhood street like any other in Shoreline West. Back in the 70's(?), the City used eminent domain to widen the street, which is why you see houses with no front yards and the doorway is right next to the sidewalk. This would restore California St back to a neighborhood street.

Thanks,
Thida
Pronouns: she/her

From: Doug Ambrisko [REDACTED]
Sent: Wednesday, March 29, 2023 2:59 PM
To: BPAC Communication <bpac@mountainview.gov>
Subject: Official Public Comment for March 29, 2023, BPAC Meeting.

Hi,

Here are my comments about current Mountain View proposal:

For the curbed island will that have parking in it like in front of Graham?

Except for the 2 way bike traffic Castro to Hans. I'm in favour for what is planned.

- Curb
- Curb car parking
- Bike lane
- Protection for bike lane
- 2 lanes of traffic

I understand trying to help school children getting to Bubb or Graham and not riding on the side walks etc. Not sure how that will connect to Graham path. The Graham protected bike path is a problem. Having cars parked on the traffic side of the bike path causes issues. Cross traffic doesn't stop for bikes and stop at the car traffic lanes to look for traffic. Been almost hit by cross traffic not seeing me on "the wrong" side of parked cars.

If cars will be parked in the island I see that being an issue.

Unrelated, coming down the Shoreline over pass to Villa is not very safe since the signal sensor for bikes is effectively in the right turn lane making bikes in the way of turning traffic. The bike lane should be further over to allow cars to turn right.

Thanks,

Doug Ambrisko
[REDACTED]
Long time bicycle commuter